

# MOTOR RACING

and  
ECONOMY CAR NEWS

7th Year—NO. 1—Los Angeles, Calif.

OCT. 27-NOV. 3, 1961

(Published bi-weekly except last issue of calendar year)

25¢

## The Winners--Brabham and Moss



ON SUCCESSIVE Sundays, crowds totalling 133,100 spectators turned out for sports car races at Riverside, Calif., and Laguna Seca (near Monterey, Calif.). They saw Jack Brabham, left, of Australia, 1959-60 world's road racing champion, win in a Cooper at River-

side and Stirling Moss of England, biggest attraction in the racing world, triumph at Laguna Seca. He won both heats in a Lotus. Complete charts, stories and photos on inside pages. (MOTORACING photos by Gus V. Vignolle)



# MOTOR RACING

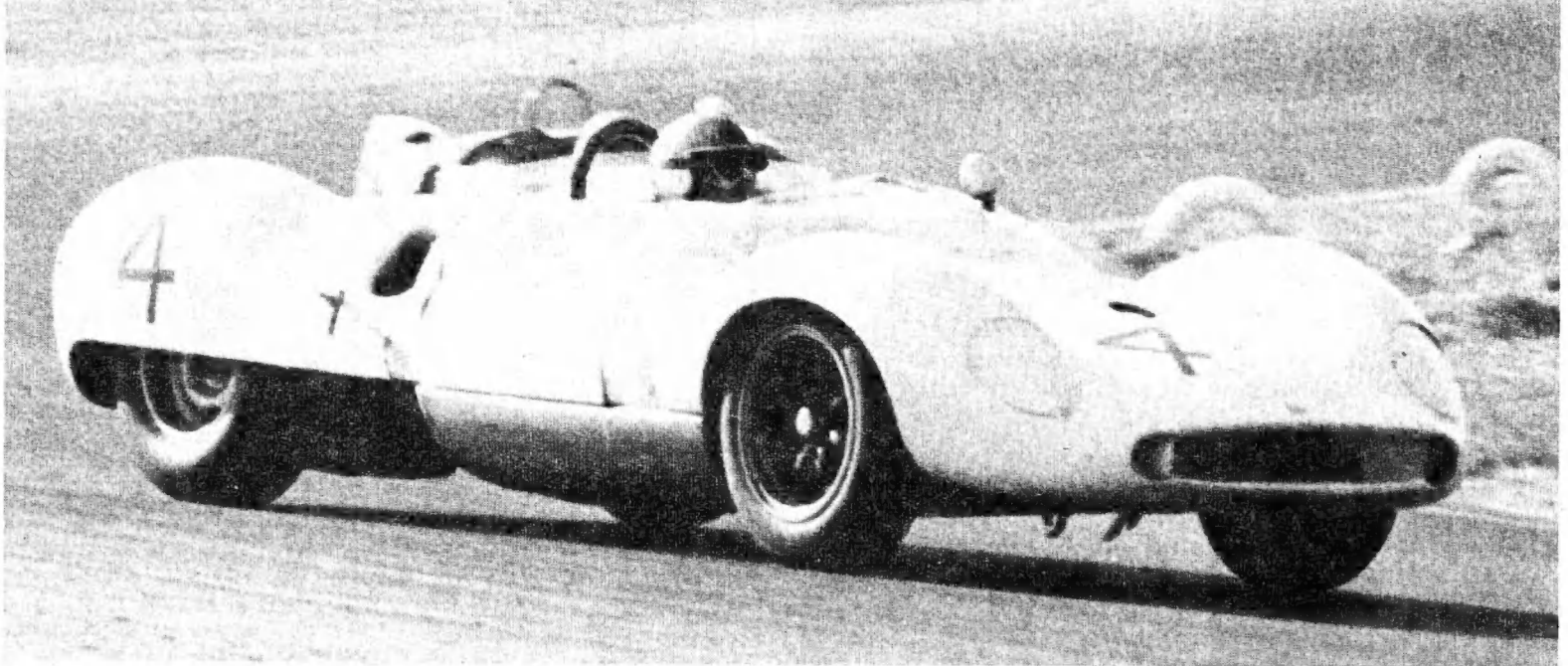
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Economy Car News

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## Qualifiers

RIVERSIDE 3.275 Mi.		LAGUNA SECA 1.9 Mi.	
1. Brabham, Coop.	2:01.0	1. Gurney, Lotus	1:14.8
2. Moss, Lotus	2:01.3	2. Moss, Lotus	1:15.2
3. McLaren, Coop.	2:01.5	3. McLaren, Coop.	1:15.4
4. Gurney, Lotus	2:01.5	4. Penske, Coop.	1:15.4
5. Hall, Chap.	2:01.7	5. Brabham, Coop.	1:15.5
6. Mangen, Maser	2:04.2	6. Ryan, Lotus	1:17.8
7. Heuer, Scarab	2:05.4	7. Hall, Chap.	1:17.9
8. Daigh, Scarab	2:05.8	8. Daigh, Scarab	1:18.3
9. Ryan, Lotus	2:05.9	9. Gendebien, Lotus	1:18.3
10. Krause, Maser	2:06.6	10. Parsons, Maser	1:18.7
11. Parsons, Maser	2:06.9	11. Ward, Coop-Bul.	1:18.9
12. Drake, Old Yel.	2:07.3	12. Heuer, Scarab	1:19.3
13. Connell, Ferr-Mas.	2:07.7	13. Hart, Ferrari	1:19.3
14. Constantine, Ferr.	2:07.7	14. Pabst, Maser	1:19.3
15. Harris, Chev	2:07.7	15. Sargent, Maser	1:19.4
16. Spencer, VKI	2:07.9	16. MacDonald, Chev	1:19.7
17. Ward, Coop-Bul.	2:08.2	17. Patrick, Por.	1:19.8
18. Coningham, Kurt	2:08.3	18. Miles, Por.	1:19.9
19. Gendebien, Lotus	2:09.1	19. McAfee, Por.	1:20.4
20. Miles, Por.	2:09.8	20. Ridenaar, List	1:21
21. Thompson, Maser	2:11.4	21. Hallett, Jag-Cor	1:21.2
22. McAfee, Por.	2:11.4	22. Bonavent, Corv.	1:21.3
23. Robertson, Coop.	2:12.6	23. Koehse, Maser	1:21.9
24. Patrick, Por.	2:12.7	24. Drake, Coop.	1:22.9
25. Donner, Por.	2:12.9	25. Thompson, Maser	1:24.1
26. Herrick, Por.	2:13.3		
27. Folmer, Por.	2:15.5	x under 2-liter car	

**ROOTES SIGN ASSEMBLY AGREEMENT WITH TOURING SUPERLEGGERA**  
LONDON--An agreement for the assembly of the Sunbeam Alpine sports car in Milan for the Italian market has been signed in London between the Rootes Group and the coachbuilding and manufacturing company of Carrozzeria Touring Superleggera.



JACK BRABHAM rounds turn 7 on his way to victory in L.A. Times-Mirror \$20,000-plus 200-miler at Riverside Raceway. He averaged 94.06mph in 2750cc Cooper-Climax Monaco. It was the spare engine

for the Cooper the Australian raced last May at Indianapolis. (MOTOR-ACING photo by Gus V. Vignolle)

## Riverside Race Chart

LOS ANGELES TIMES-MIRROR GRAND PRIX RACE FOR SPORTS CARS RIVERSIDE, CALIFORNIA									
RACE NO.	RACE TITLE		GRAND PRIX		TIME: 09:35.8 LAPS		62		
Fastest recorded lap: Car #6, Lap #59 - 2:01.1      October 15, 1961					AVE. 94.06		MILES 203.05		
POS	CAR #	SEC BEHIND	DRIVER	MAKE OF CAR	OVER 2000cc	UNDER 2000cc			
1	4		Jack Brabham	Cooper-Mon Climax	1				
2	6	11	Bruce McLaren	Cooper-Mon Climax	2				
3	66	82	Jim Hall	Chaparral-Chevy	3				
4	16	1L50	Roger Penske	Tel Cooper-Climax	4				
5	70	3L3	Bob Drake	Ol Yaller-Buick	5				
6	10	53	Olivier Gendebien	Lotus-Climax MC		1			
7	9	90	Ken Miles	Porsche RS 61		2			
8	88	100	Jack McAfee	Porsche RSK		3			
9	96	4L12	Dan Gurney	Lotus-Climax	6				
10	19	54	Bob Donner	Porsche RS 61		4			
11	63	105	Dick Thompson	Maserati		5			
12	22	5L18	Harry Heuer	Scarab-Chevy	7				
13	17	26	Bob Harris	Camp Sp-Corvette	8				
14	78	48	Jerry Grant	Ferrari TR	9				
15	49	92	Geo. Constantine	Ferrari TR	10				
16	7	7L90	Stirling Moss	Lotus-Climax MC	11				
17	37	8L87	Paul Cunningham	Kurtis-Ford	12				
18	161	12L17	Geo. Folmer	Porsche RS		6			
19	127	13L1	Leon Robertson	Cooper-Climax		7			
<u>Lap Leader</u>									
Car #7 - Laps 1-27				27					
Car #4 - Laps 28-30, 61, 62				5					
Car #6 - Laps 31-60				30					

Lap Leader: Car #7 - Laps 1-27 Total 27  
Car #4 - Laps 28-30, 61, 62 5  
Car #6 - Laps 31-60 30  
Cars completing 31 laps in addition to finishers: Cars 15, 72, 162  
DNF: 5, Alan Connell; 8, Rodger Ward; 15, Chuck Daigh; 45, Lew Spencer; 53, Bill Krause; 60, Angie Pabst; 61, Walt Hansen; 69, Don Huletto; 72, Scooter Patrick; 83, Peter Ryan; 110, Charles Parsons; 162, Steve Herrick; 172, Steve Baughman; 180, George Grinzewitsch  
(Compiled by Long Beach MG Club Scoring Team)

## Ives Porsche Colorado Victor

CASTLE ROCK, Colo., Oct. 15--Certainly this year's most improved Colorado sports car racing driver, Don Ives of Colorado Springs, drove his German Porsche RSK to victory in the 42-mile feature sprint at Continental Divide Raceways here today. Ives was trailed in order by John Max Wolf of Colorado Springs (Lancia Dagrada), Dr. Bob Paul of Rawlins, Wyo. (Porsche RS0), Don Morgan of Amarillo, Tex. (Cooper), Bob McNeal of Denver (Ferrari-Chev) and Les Gross of Denver (Corvette). Ives took the lead from Wolf on the 28th mile after starting 13th. Bob Carnes and his Bocar Stiletto held the lead for the first half until a series of pit stops put him out of the running. The event was a regional SCCA affair with no paid spectators allowed. --RAY LAVELY.



WINNER OF the under-2000cc class at Riverside was Olivier Gendebien of Belgium, shown here booming to sixth overall in a Lotus-Climax Monte Carlo. He was more than three laps behind Jack Brabham. (MOTOR-ACING photo by Ken Bruyere)

## News Bulletins

**GINTHER LEAVES FERRARI**  
Richie Ginther, Granada Hills, Calif., for the past two years a Ferrari factory team driver, has left the Italian firm. He will drive for BRM next season. Differences over salary was believed to be the reason for the break. Ginther had done considerable testing for Ferrari for the past two years.

**RODRIGUEZ BROTHERS WIN IN PARIS**  
PARIS, Oct. 22--Ricardo and Pedro Rodriguez of Mexico City averaged 95.4mph in a Ferrari Berlinetta as they won the "1000 Km. of Paris" Gran Turismo race at 4.9-mile Monthery course. They covered 633 miles in 6:32:13.3. Second and third, also in Ferraris, were Willy Mairesse-Lucien Bianchi and Maurice Trintignant-Nino  
Continued on page 7

### Vignettes

By Gus V. Vignolle

- STIRLING MOSS
- BLUNK IS RIGHT
- HILL RELAXES

IN MY BOOK, STIRLING MOSS is not only the world's No. 1 road racing driver; he's the shrewdest businessman alive. It is said he makes from \$100,000 to \$150,000 per year from racing and a multitude of racing sidelines--fuel and accessory endorsements, product testimonials, magazine articles, books, starting and prize monies, etc. Bravo for him. I don't go along with the blokes who give Moss the shiv by cracking they've never seen him spend a buck. I'm for Moss getting everything he can while he can. God knows a good many race drivers never become septuagenarians. I ran into Moss, with whom I have always been on excellent terms, and the very first thing he said was: "Gus, I'll never know how the heck you ever got me to write for MOTORACING for nothing. I still can't believe it."

Continued on page 3

**HOUSEFLIES SMART**  
Houseflies have an adaptable enzyme system that changes from one generation to another and lets these house pests resist men's insecticides, the N.Y. State College of Agriculture, Cornell University, reports.

# BRABHAM, MOSS WIN

**133,100 SPECTATORS**  
On successive weekends, two crowds totalling 133,100 witnessed sports car races at Riverside, Calif., and Laguna Seca, near Monterey, Calif. These figures are exclusive of crowds at the Saturday amateur races. The Sunday crowd at Riverside was 70,600, at Laguna Seca 62,500. The "take" for both has not yet been announced.

By JOE SCALZO  
MOTORACING Staff Writer  
MONTEREY, Calif., Oct. 22--Stirling Moss (Lotus 19) won both sections of the two heat, 200mi., \$20,000 Pacific Grand Prix in a near-flawless performance that duplicated his winning drives here last yr.

But Moss had to share the spotlight with two things--his 2.5 liter Lotus, and Dan Gurney. Moss and Gurney didn't let minor mechanical problems slow them down too much, easily proving that their 19's were superior to any other race car present at Laguna Seca. Gurney was 2nd to Moss in both 53 lap, 102.396mi. go's, after giving the Britisher a real fight in the first one.

A record-shattering throng of 62,500 appeared for the San Francisco Examiner-backed meet at this track, 1.9mi. and watched Lotus no. 7 and no. 96 crumple the opposition and past speed marks.

Look at the records the 2 cars set--Moss' 91.9mph avg. in the 2nd heat snapped his 87.3mph time set last yr.; his 131.9mph through the traps in the first heat, broke Augie Pabst's last-year time of 125.2mph; Gurney's in-race lap of 1:15.1 broke Moss' 1:17.2; and Dan's sensational qualifying time, 1:14.8 smashed the record set last yr., 1:17.3, easily.

Moss won the first half of the event by 7sec from Gurney, with Riverside winner Jack Brabham (2.7 Cooper Monaco) 3rd; Bruce McLaren (2.7 Monaco) 4th, and Roger Penske, Gladwyne, Pa. (2.5 Cooper Monaco) 5th.

All these positions were duplicated in the 2nd heat, thus making these the official results of both heats.

Olivier Gendebien (Lotus 19) won the under 2 liter class. Moss got a cool \$7000 for the win.

As stated, the show was a walk-Continued on page 7

BY GUS V. VIGNOLLE  
Editor of MOTORACING  
RIVERSIDE, Calif., Oct. 15--The spare 2750cc Cooper-Climax engine for last May's Indianapolis 500 was fitted into Texan Hap Sharp's Cooper Monaco, and Jack Brabham, 35, of Australia, 1959-60 world's champion, drove the car to an 11-second victory in the L.A. Times-Mirror Grand Prix for Sports Cars here today before a massive, sweltering crowd of 70,600 in near-100-degree weather.

He set a new record average of 94.06mph for the 62-lap, 203.05-mile for the fourth annual running over the 3.275-mile course. He was the first foreigner to win the classic. Past winners were Chuck Daigh (Scarab), Phil Hill (Ferrari) and Bill Krause (Maserati).

The car that finished second had the actual engine which was in the machine Brabham raced to ninth at Indy--also a 2750cc Cooper-Climax. Bruce McLaren of New Zealand drove this Cooper Monaco, owned by Briton Peter Berry.

This displacement was at variance with the engine sizes listed for these machines--2.5 liters.

More than a minute behind, in third place, was the first American car, the Troutman-Barnes, Chevy-powered Chaparral, driven by Jim Hall, Midland, Texas. Fourth was the tremendously-improved Roger Penske, Gladwyne, Pa., Telar Cooper Monaco, who got in the swim via a resounding victory in the consolation race.

Fifth went to Bob Drake of Los Angeles in the homemade Buick-powered Old Yeller, who was second last year. Then came the Belgian, Olivier Gendebien in a 1960cc Lotus-Climax Monte Carlo, winner in the under-2000cc class. Ken Miles and Jack McAfee, in Porsches, were seventh and eight, followed by Dan Gurney, Lotus-Climax, and Bob Donner, Porsche.

Continued on page 7



# We Start Our 7th Year

1955

The Duke Wonders About a Lot



35,000 FANS DUE FOR 2-DAY TORREY PINES ROAD RACES



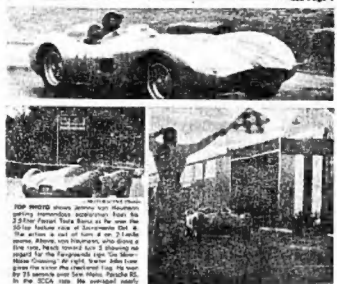
Louing Airs Pro-Amateur Beef

1957

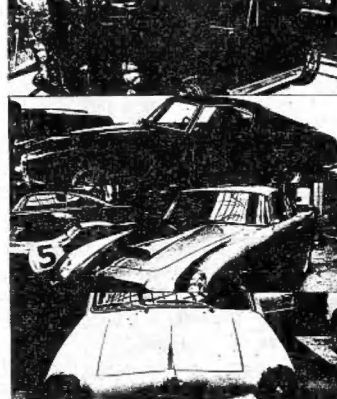
SAN DIEGO RACES SLATED OCT. 19-20



VON NEUMANN AND WEISS REGISTER SCCA RACING WINS AT SACRAMENTO



1959



1961



The Winners--Brabham and Moss



1956

POMONA RACES THIS WEEK-END



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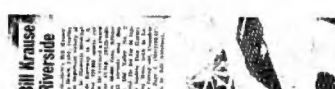
1958



Daigh Hot at Riverside



1960



7TH BIRTHDAY

Volume VII, Number I--another birthday.

This issue marks the start of the seventh year of publication for MOTORACING and Economy Car News.

We undertook this venture when we noted the national surge of the sports car; nor was our estimate wrong. The reception from our readers and advertisers has been excellent, else we would have folded the tent long ago.

This speaks well, for since MOTORACING's inception, no less than 25 similar newspapers and magazines in the U.S. have, unfortunately, faded from the scene. Some never even got off the ground.



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News Copy Deadline: Nov. 7

## SORRY

Because of extensive written and photo coverage of the Riverside and Laguna Seca sports car races during the past fortnight, several features are missing from this issue of MOTORACING.

They are Letters to the Editor, Duane Sparks' Rally Sparks, Marguerite Cook's Economy Car News and Dennis McCosh's Slalom Column. Also, a number of other news reports are omitted.

All will be resumed in the next issue. We are sorry.

We thank our readers and advertisers for their support, which we hope we'll continue to merit.

Now, America is on the threshold of another era--road racing for Formula cars and cycles. Look what the Juniors are doing. Keep abreast of the trend by subscribing or renewing. Bi-weekly copies of MOTORACING present the most convincing sales argument we know of for your renewal.

## CALENDAR

NOVEMBER  
4-5 Savannah SCCA Reg'l Races, Savannah, Ga.  
11-12 Central Fla. SCCA Reg'l Races, Daytona, Fla.  
11-12 S.F. SCCA Reg'l Races, Cotati.  
11-12 Washington SCCA Div'l Races, Marlboro, Md.

## LIKES CRAB MEAT

A sea-going frog with a taste for crab meat has been reported by zoologists at the University of California at Los Angeles.

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## PLUGS and POINTS...

By JOE SCALZO

### Exclusive - Comments by all Finishers In the Big Riverside Grand Prix

THE RIVERSIDE GP field--What the finishers had to say:

1. JACK BRABHAM (Surrey, England) 2.7 Cooper Monaco, first overall; over 2000cc winner (\$6925 and new Pontiac). Qualified 2:01, fastest in field (\$200).

#### RACE COMMENTS--

"In the race I didn't go all-out after Moss in the early stages, and I don't think Bruce did either. After Moss stopped and it began getting late in the race, my plan was to slip-stream Bruce down the backstraight and pass him at turn 9. But he had that water trouble, and he saved me the trouble. In one of those late laps I got completely sideways up at 6."

2. BRUCE MCLAREN (Herts, England) 2.7 Cooper Monaco, 11 sec behind, one of two cars on same lap with first place; Finished 2nd over 2000cc (\$2725). Qualified 2:01.5, tied for 4th fastest in field.

"Didn't go all out in the race, and the car was fine--although (grinning) I had the feeling Jack was just behind me all those laps waiting for me to spin. Towards the end of the race, I began having water from the engine hit my back wheels, and that made things tricky so I had to slow down."

3. JIM HALL (Midland, Tex.) 5.2 Chapparral, 1:22 behind--only car on same lap as first two finishers. Third over 2000cc; \$1600. Qualified 2:01.7, 5th fastest in field. Set new unofficial back-straight record of 180mph; 173mph in the race.

"It would have been possible for the car to qualify at 2:00 or below, but it wouldn't have been easy. I just qualified as fast as I felt was necessary."

Race comments: "Very poor start. After the lap I thought we'd all stop and go. So as we came to the line, I put the car in neutral, glanced in my mirror...when I looked ahead, the cars in the front row had left; the starter was waving the flag. I threw it into gear and took off, and could see Dan still sitting on the line. I passed McLaren on the back-straight, but he repassed at 9. The rest of the race no one passed me; oh, actually Dan did, but he was far behind due to a pit stop. He was moving, though, and I didn't try to stay with him. So I wound up 3rd, and now think I should have pushed harder--but that doesn't count, does it?"

4. ROGER PENSKE (Gladwyne, Pa.) 2.5 Cooper Monaco, 1 lap, 50 sec behind; finished 4th over 2000cc (1000). Qualified 2:09.5, 21st fastest over 2000cc--had to run consolation race, finished first.

"We didn't find it out until the day before the G.P., but the mag was retarded 30 degrees; and the

car was geared wrong, also. So we got that all sorted out and the car ran fine, and easily won the consie."

Race comments -- "They started me 28th, and I got off real good and was 11th the first lap. I got to within 4 sec of Hall, but then the car started getting a little hot so I slowed a little; kept it at 6000rpm the rest of the race."

5. BOB DRAKE (Hollywood, Calif.) 6.0 Old Yeller III, 3 laps, 3sec behind. Fifth over 2000cc; \$750. Qualified at 2:07.3, 12th fastest in field.

"Might have been able to better the qualifying speed, but for what? We knew we were in the show with that time."

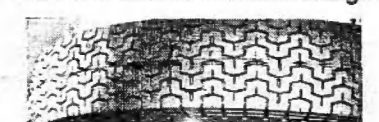
Race comments: "Start didn't bother me; I never took my eyes off the starter. In the race for the most part I messed around with Constantine and some guy, but stopped because it was taking too much out of the car. Everything went right, although the brakes started locking toward the end, but then I eased up on 'em and they were all right."

6. OLIVIER GENEBIEN (Fontainebleau, France) 1.9 Lotus 19, 3 laps, 53sec. behind. First under 2000cc; \$2350. Qualified 2:09.1, first under 2000cc.

Continued on page 4

## SPORTSCAR RETREADS

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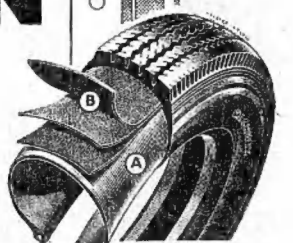
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## • Vignettes

BY GUS V. VIGNOLLE  
FACTORY TEAMS SHOULD COMPLETE  
THE SEASON'S FULL SCHEDULE

Continued from page 1

He was referring, of course, to that yarn that ran under his name a few months ago after his dispute with ERIC HAUSER, who had written here that Moss has charged him with dishonest reporting. It was the aftermath of Hauser's story on the power difference between the new Ferraris and Moss' Lotus at the Dutch Grand Prix.

After Hauser's story appeared, I thought it only fair to present Moss' side of it—and I wrote the Briton and asked him to give me his story. He answered forthwith and at length. It was a good story, and Moss, always a gentleman and probably the most public relations conscious driver in the world, said that if he had offended Hauser he was sorry and apologized. Moss and Hauser have been (and are) good friends. Stirling added, at Riverside, that he knows Hauser was sincere in everything he wrote and certainly was not condemning him for his beliefs.

"Eric was honest and sincere even though I thought he was wrong," Moss declared.



### HILL CONGRATULATES BRABHAM AT RIVERSIDE

Frank Blunk, who covers the racing scene for the NY Times, was at Riverside and Laguna Seca, and he is 100 percent right in suggesting that in the future factory F1 teams be forced to go through with the full schedule and not drop out at the tail-end of a season after a scuderia already has either the driver's or manufacturer's championship sewed up.

Blunk was referring specifically to what happened at Watkins Glen a few weeks ago for the closing U.S. Grand Prix. PHIL HILL and Ferrari already had won the titles. The factory said it did not race at the Glen because of the inquest and furor following the Monza disaster. That may have been so, but it was a bum break for the race-going U.S. public which was deprived of seeing the new rear-engined Ferraris in action.

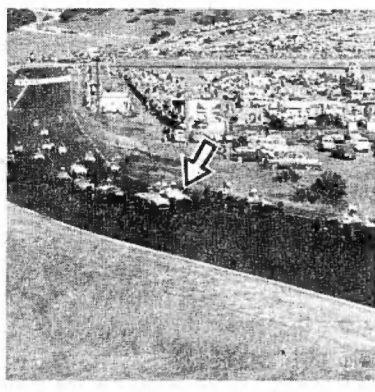
"The big factories should be tied to a contract that would force them to see the schedule through to its completion, whether the titles have previously been decided or not," the N.Y. Timesman pointed out.

I recall Ferrari was not at Sebring in 1960 because of the fuel beef, and also last year the British teams boycotted Monza because the banked upped circuit formed part of the course.

Hereafter, let's resolve all this bologna at the start so that Jose Blow, the guy who pays at the gate, gets the break he deserves. Frank Blunk is right!



**FRANK BLUNK OF N.Y. Times**, who feels racing stables should go through with full schedule rather than drop out at tail-end when title has been decided. They owe it to the public.

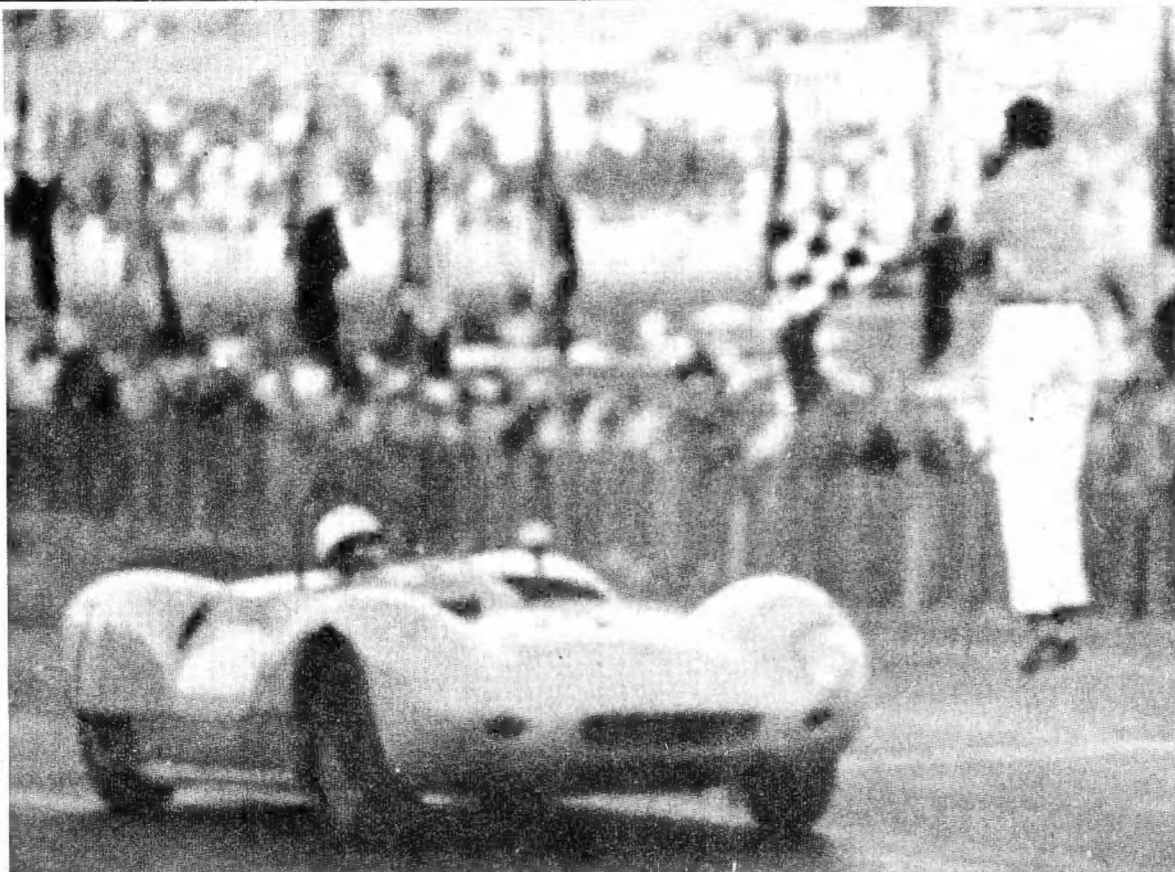


**PAT PIGOTT (arrow)** made us look good. We had him on the cover last issue, said he was No. 1 Form. Jr. driver in the country. Here he starts to move up to win at Laguna Seca.

**BRIEFLY NOTED**—Fans disappointed over not seeing PHIL HILL, 1961 world's champion, in action at Riverside and Laguna Seca. He was on the turns with GORDON MARTIN and me, taking photos.... Incidentally, he was misquoted in TIME mag a couple of issues ago.... MOSS told me at Laguna Seca Promoter MERRILL LOWELL was to call him last weekend to work out arrangements for the Mexico G.P. Nov. 26. Nothing. I wired Lowell asking if it was still on. Nothing. Phil Hill also was naturally skeptical that it would come off....Why were JACK BRABHAM and Moss allowed to race in that three-hour endurance at Riverside? Because they were given special written permission by FIA. Normally, graded drivers are not allowed in this kind of stuff. And how did they plan to put 60-odd cars on a preliminary grid for 207....Cheers to the LA Times-Mirror and SF Examiner for furthering sports car racing through their promotions. All that space centers attention on the sport, makes new fans....No one more gracious than BOBBIE DIAMOND at Laguna....

Remind me to tell you about the pit setup at Laguna....CARROLL SHELBY, who reports his drivers' school is going great guns, may run for SCCA area 10 governor vs. RAY ALTMAN and LINDLEY BOTHWELL. He's for shaking up Westport just a trifle. No truth Shel is buying the Grand Prix restaurant (which is for sale). There is truth to the report he's somewhat hot over unauthorized use of his name by a gal for a tour deal....Running for LA SCCA are: JIM PETERSON, DUANE ALAN and GORDON CROWDER. Purely personal: Crowder MUST be elected to further best interests of SCCA (which has taken a sad dip here)....Q. Who made that \$100 bet with AUGIE PABST when he drove a car (Falcon) into the pool at the Mark Thomas in Monterey? A. ROGER PENSKE and PETER RYAN. That smasher sure pulled 'em away from the victory chow....Purely personal to TED ROTHERMEL, whom TOM WILSON dubbed the Barefoot Boy

Continued on columns 4-5



GETTING THE checkered flag from Starter John Luce, Stirling Moss scores one of two smashing victories in his Lotus-Climax at Laguna Seca, near Monterey, Calif. He averaged 90.3 and 91.9mph as he twice defeated Dan Gurney in 102-mile heats. Moss won some \$7000. (MOTORACING photo by Ken Bruyere)

## Jay Hills Wins Enduro

BY JOE SCALZO  
MOTORACING Staff Writer  
RIVERSIDE, Calif., Oct. 14--

Jay Hills' "iron man" driving in his Porsche Carrera won the Cal Club's and LA SCCA's 3-hour endurance race for D-E-F-G-H production cars and modified cars under 2 liters today, and in the 15-lap F-Jr. contest, Ed Leslie in a new Gemini upset Walt Hansgen (Cooper-BMC) and Pat Pigott (Lotus 20) to win decisively. A crowd of 11,000 turned out for the prelude to the G.P.

Hills, Los Angeles, drove the same Carrera he rolled over the wall in the oval races here two months ago, and completed 71 laps (232.525 mi.), beating Hank Montemon's RS Porsche by one lap and 1:39. Two laps, 55 sec out were Stirling Moss Jack Brabham, who co-drove a Rootes-



REPEAT OF his under-2000cc victory at Riverside is being scored at Laguna Seca by Olivier Gendebien in Lotus-Climax. He won the class in both heats and was 8th and 9th overall. (MOTORACING photo by Gus V. Vignolle)

backed Sunbeam Alpine to 3rd.

Hills took the lead on the back-straight the first lap from Pete Haywood (AC Bristol) and Ronnie Bucknum (3-liter AH). He was never repassed. Haywood retired at three laps with a broken axle, and Bucknum slowly fell down in the standings, then slowly worked his way up. He was 7th at the finish, two laps and 1:37 behind Hills.

The modified cars could not keep pace with the production

stuff. The Molle/Monise Lotus XI was out of contention the first lap with spark plug trouble. Art Snyder was 4th in his Lola; Ted Peterson, with a slipping clutch was 5th in the pre-race favorite 200 SI Maser 2-liter; Pete Brock/Amsden were 6th in a Lotus XI, and Willie West/Ron Cole were 9th, in Cole's XI.

Brabham/Moss were originally listed as 6th, but a re-check corrected this.

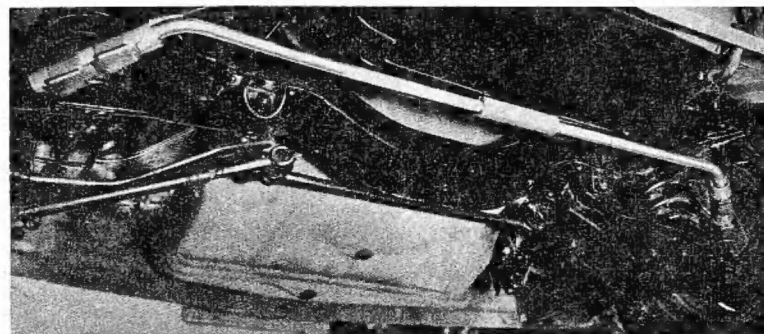
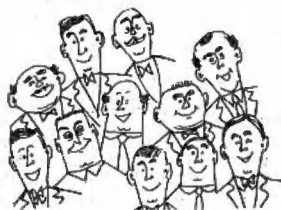
Continued on back cover

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GOING INTO turn 7 at Riverside in L.A. Times-Mirror 200-miler are Jack Brabham (4) and Bruce McLaren, both in Coopers. And that's the way they finished. Brabham averaged 94.06mph. (MOTORACING photo by Bill Norcross)

# RIDENOUR TRIUMPHS

MONTEREY, Calif., Oct. 21—Chuck Sargent finished first, but Dave Ridenour was winner of the 30-min. all-classes modified feature that highlighted SF SCCA amateur action Saturday before 10,000.

Sargent's Maserati Birdcage did 42.50mi. averaging 83mph, and clocked fast straight speed, 117 mph. However, he had entered just to practice for the GP and was not an official starter. Also, the 'Cage was push-started; basis for disqualification.

So Ridenour, who led until lap 11 when he went off turn 5, was winner. He had fast lap, 1:19.7. San Jose's Ron Hathaway was a good 2nd ov. in his 1.1 Lola, a lap behind, and Hugh Harn, Tiburon, Kurtis-Pontiac, was 3rd. Harn and Sid Colberg (Jag XK SS) figured in a bad-looking prang at turn 9 the final lap that left the Jag in poor shape.

Alan Connell, Fort Worth, ran the event with his 'Ferrari Birdcage,' and held 3rd, but stopped before it was over; just testing for the GP.

Ed Leslie, Monterey, took the Continued on back cover

## Plugs and Points

Continued from page 2

"The car could have qualified faster, but it wasn't necessary to make it. I only go as fast as I have to."

Race comments: "A very big mix-up at the start. My car was still rolling when the flag fell, and I said, 'My goodness, what is happening?' and got going. I was comfortable the first half hour of the race, but then began having gear-box trouble. I had no acceleration out of the turns and thought I wouldn't finish. The heat was just like the Sahara. If I hadn't taken a thermos with me, I'd have had to stop to get a drink. I could see Ken Miles and Jack McAfee in my mirror most of the race, even though I started going faster at the end."

7. KEN MILES (North Hollywood, Calif.) 1.6 RS61 Porsche, 3 laps, 1:20 behind. Second under 2000cc; \$1625. Qualified 2:09.8, 2nd fastest under 2000cc.

"Very possibly could have improved on my time and matched Gendebien's, but it would not have meant much. Talked to Moss before the start and he said the 2-liter Lotus was capable of lapping 2:04; the Porsche could not approach that time."

Race comments: "The start was the worst I've ever seen; confusion everywhere, although everyone got going without a prang. I just got away slowly. Jack and I had a close dice for awhile, and every now and then I'd think I was closing on Gendebien, but that was because he was not motoring fast. Late in the race I came upon a Ferrari driver I was lapping who wouldn't get out of the way. That was all."

8. JACK MCAFEE (Burbank, Calif.) 1.5 RSK Porsche, 3 laps, 1:40 behind. Finished 3rd under 2000cc; \$1100. Qualified 2:11.4, 3rd in under 2000cc class.

"Posted that qualifying time feeling sure it would make the race. Only thing about going faster would have been that I might have won the \$200, although I know I couldn't have gotten down to Gendebien's time."

Race comments: "It was pretty hot in the race, but the car—one of the first RSKs—ran well. The only duel I had was with Ken, and my clutch started slipping about the half-way mark and he left me."

9. DAN GURNEY (Riverside, Calif.) 2.5 Lotus 19, 4 laps, 12 sec behind. Finished 6th over 2000cc; \$575. Qualified 2:01.5, tied for 3rd fastest in field.

"Felt I could have qualified better—at least under 2:01—and on my last lap many watches said I was going quite a bit faster than past laps. But there was oil at 9 and I had to slow up."

Race comments: "I was in neutral at the start and shoved it into gear late and got going. I passed Heuer in the Scarab between 1 and 2, and by 3 was up about where I would have been had I started right. But a shifting fork was

## Race Charts---How Moss Won at Laguna Seca

FIRST HEAT Over and under 2000cc						SECOND HEAT						Average speed: 91.9 MPH			
Total distance: 102.396 miles						Total distance: 102.396 miles						Fastest lap: #7, 1:15.2 minutes			
Elapsed time: 69:15.8 minutes						Elapsed time: 68:15.3 minutes						Fastest trap: #96, 127.2 MPH			
Over- all	Car No.	Driver/Hometown	Car	Class	Laps	Time	Over- all	Car No.	Driver/Hometown	Car	Class	Laps	Time		
1.	7	Stirling Moss	Lotus Climax	Over -1	53		1.	7	Stirling Moss	Lotus Climax	Over -1	53			
2.	96	Dan Gurney	Lotus Coventry	Over - 2	53	:07	2.	96	Dan Gurney	Lotus Coventry	Over - 2	53	:03		
3.	4	Jack Brabham	Cooper Monaco	Over - 3	53	:56	3.	4	Jack Brabham	Cooper Monaco	Over - 3	52	1L- :05		
4.	6	Bruce McLaren	Climax	Over - 4	52	1L- :14	4.	6	Bruce McLaren	Climax	Over - 4	52	1L- :17		
5.	16	Roger Penske	Cooper Monaco	Over - 5	52	1L- :52	5.	16	Roger Penske	Cooper Monaco	Over - 5	52	1L- :31		
6.	83	Peter B. Ryan	Telcar Cooper	Over - 6	51	2L- :01	6.	110	Charles W. Parsons	Maserati Tipo 61	Over - 6	52	1L- :57		
7.	66	Jim Hall	Lotus Monte Carlo	Over - 7	51	2L- :54	7.	15	Chuck Daigh	Scarab	Over - 7	52	1L- :59		
8.	10	Olivier Gendebien	Chaparral-Chevrolet	Under - 1	51	2L-1:02	8.	83	Peter B. Ryan	Lotus Monte Carlo	Over - 8	51	2L- :08		
9.	50	Ken Miles	Lotus Climax	Under - 2	50	3L- :18	9.	10	Olivier Gendebien	Lotus Climax	Under - 1	51	2L- :35		
10.	204	Don Hulet	Monte Carlo	Under - 2	50	3L- :24	10.	88	Jack McAfee	Monte Carlo	Under - 2	51	2L- :50		
11.	22	Harry Heuer	Porsche RS 61	Over - 8	50	3L- :27	11.	50	Ken Miles	Porsche RS 61	Under - 3	51	2L- :52		
12.	110	Charles W. Parsons	Jag-Corvette	Over - 9	50	3L- :29	12.	21	Chuck Sargent	Maserati Tipo 61	Over - 9	50	3L- :48		
13.	21	Chuck Sargent	Mark I	Over - 10	50	3L- :40	13.	22	Harry Heuer	Modesto	Over - 10	50	3L- :55		
14.	88	Jack McAfee	Maserati Tipo 61	Over - 11	50	3L- :59	14.	63	Richard Thompson	Heister Brauser I	Over - 10	50	3L-1:09		
15.	36	Robert Hurt	Porsche RSK	Under - 3	50	3L- :59	15.	180	Bob Drake	Maserati Tipo 61	Under - 4	50	3L-1:09		
16.	180	Bob Drake	Ferrari Testa	Over - 12	49	4L-1:12	16.	36	Robert Hurt	Cooper Monaco	Under - 5	49	4L- :15		
17.	11	George Koehn	Rosa	Over - 11	48	5L- :32	17.	711	Bill Dixon	Ferrari Testa	Over - 11	48	5L-1:05		
DNF	43	Richard Thompson	Cooper Monaco	Under - 4	48	5L- :32	DNF	66	Jim Hall	Rosa	Over -	2			
DNF	72	Scotter Patrick	Maserati Tipo 61	Over - 13	48	5L-1:04	DNF	66	Jim Hall	Maserati 300-S	Over -	2			
DNF	15	Chuck Daigh	San Antonio, Tex.	Over -	3		DNF	66	Jim Hall	Borgstrom Sp.	Over -	2			
DNF	8	Roger Ward	Chaparral-Chev.	Over	3		DNF	11	George Koehn	Chaparral-Chev.	Over	3			
DNF	00	Dave MacDonald	Midland, Texas	Over	11		DNF	8	Roger Ward	Maserati Tipo 61	Over	11			
DNF	61	Augie Pabst	San Antonio, Tex.	Over	24		DNF	204	Don Hulet	Cooper Buick	Over	24			
DNF	62	Walt Hansen	Indianapolis	Over	0		DNF	204	Don Hulet	Jag-Corvette	Over	0			
DNF	146	Dave Ridenour	Maserati Tipo 60	Under	0										
DNF	614	Bob Bondurant	Maserati Tipo 63	Over	0										
DNF			Lister Costin Jag	Over	0										
DNF			Chev. Corvette	Over	0										

(Sports Car Club of America, San Francisco Region)

DNF's—#146, accident after start. #614, hit #146 in side. #61, collision at start; damage front and rear; hit from rear; #97, leaking gas. #15, broke half shaft. #63, hit oil slick; in to repair collision damage. #00, hit oil slick on crest of hill before turn 1 collision. #8, overheating.

giving trouble and the car got stuck between 4th and 5th gear. So I pitted after the first lap, and Jerry sorted things out and I got out again, 7 laps behind. The car plowed a little also. I thought Constantine, for the equipment he had, was doing very well. And Penske, too, although he drove conservatively. I photo-finished McLaren right at the line."

10. BOB DONNER (Colorado Springs, Colo.) 1.6 Porsche RS-61, 4 laps, 54 sec behind; Finished 4th under 2000cc (\$700). Qualified 2:12.9, 7th fastest under 2000cc.

"Was satisfied with my quali-

fying time; the engine in the Porsche was the same one--almost untouched--that we used at both Sebring and the Elkhart Lake 500."

11. DICK THOMPSON (Washington D.C.) 2.0 Birdcage Maserati, 4 laps, 45 sec behind; finished 5th under 2000cc (\$500). Qualified 2:11.4, 4th fastest under 2000cc.

"The qualifying time could have been better, perhaps, although this car--it's the Le Mans 2 liter--

with all its streamlining and full windshield, weighs quite a bit more than the standard Birdcage." Race comments--"I got off to a clean start, and going into turn 8 before the backstraight, I was right with Miles and Gendebien, but then got onto the backstraight and knew it was all over--no power. It turned out that the points on one of the distributors had frozen togeth-

Continued on page 5



STIRLING MOSS here leads Ken Miles (9) and Jack McAfee at Riverside Oct. 15, Moss led for 27 laps, was forced out but re-entered to finish 16th. Miles edged McAfee for 7th after race-long duel. (MOTORACING photo by Gus V. Vignolle)



## Plugs & Points

Continued from page 4

er, and the car was only getting about half power."

12. HARRY HEUER (Chicago, Ill.) 5.8 Scarab, 5 laps, 18 sec behind; finished 7th over 2000cc (\$100). Qualified 2:05.6, 7th fastest in field.

"I'd clocked better than 2:05 earlier in the week but it didn't count."

### RACE COMMENTS-

"In the race, I got off pretty good, because I was watching the starter. But Daigh, next to me on the line, was looking down in the cockpit when they dropped the flag. Second gear on the car went out at 3 laps, and the brake fluid began boiling and I started having trouble with the clutch. Finally, about half way in the race I got set for turn 9 and found I had no brakes at all, and couldn't get the car in gear. I went into the turn sideways, almost hit the guard rail. I stopped at the pits, and when I went to get going again, I couldn't get any traction. Walt Hansgen came running over and threw a bucket of water under the rear wheels so I could get going."

13. BOB HARRIS (Malibu, Calif.) 4.6 Campbell Chev. Spl., 5 laps, 26 sec behind. Finished 8th over 2000cc; \$100. Qualified 2:07.7, tied for 13th fastest in field.

"We'd lapped as low as 2:06 with the car earlier, but we had heating troubles all through practice and never got a chance to approach that time. Also, the rear tires were wrong."

Race comments: "Got boxed in behind a Ferrari at the start, and after one lap, the mag went dead. It would suddenly catch and I might do a 2:09 lap, then it would die and it would be 2:20 or something. It would not run over 4000 on the backstraight, so I kind of stroked home."

14. JERRY GRANT (Yakima, Wash.) 3.0 Ferrari TR, 5 laps, 48sec behind. Finished 9th over 2000cc; \$100. Qualified 2:11.2, 23rd fastest among over 2000cc's --had to run consolation race, finished 4th.

"Had the wrong tires and the front just plowed and plowed. Sunday we switched and everything was all right. Pit crew had me qualified at 2:10.8 instead of my official time. It was hard getting the Ferrari that low. I was just lucky to make the field through the consie. Rodriguez ran into me the first lap and I went partially off the road, kicked up a lot of dust."

Race comments: "The worst start I'd ever seen. I was still moving 10 mph when they dropped the flag and just took off through the dirt up the inside. I've never seen such dense traffic as the first laps of the race. I'd decided to drive comfortably and not worry about the competition because it got very hot in the car. All I did the whole race was go steady; had a good go with Donner for a time."

15. GEORGE CONSTANTINE (Sturbridge, Mass.) 3.0 Ferrari TR, 5 laps, 1:32 behind. Finished 10th over 2000cc; \$100. Qualified 2:07.7, tied for 13th fastest in field.

"The car could have done 2:05-2:06 but it was geared wrong; also it was dropped off a truck at the airport. I talked to Phil Hill and we agreed: Riverside isn't a



LET'S GET OUTTA HERE--Turn marshal flees for his sweet life in this shot, which proves road racing can be dangerous. In consolation race at Riverside, George Grinzewitsch's Cooper-Climax flew off the good 3-liter Ferrari course."

Race comments: "Made a good start and ran in about the second group of leaders, where the car belonged. It could not keep pace with the leading Lotuses and Coopers, but through the esses it was as fast as any car. About half-way point, it started throwing oil into the cockpit and once at turn 7 I missed a shift because of oil on the pedals and almost hit a photographer. I pitted; we found there wasn't a lot to do about it, so I just stroked to finish."

16. STIRLING MOSS (London, England) 2.5 Lotus 19, 7 laps, 1:30 behind; finished 11th over 2000cc (\$100). Qualified 2:01.3, 2nd fastest in field.

(Moss led for 27 laps then pitted with rear brake trouble and lost 7 laps. He then returned to the race.)

STEVE HERRICK (Berkeley, Calif.) 1.6 Porsche RS60, dnf; completed more than 34 laps (\$100). Qualified 2:13.3, 8th fastest under 2000cc.

17. PAUL CUNNINGHAM (Los Angeles) 6.2 Pontiac-Kurtis, 8 laps, 1:27 behind. Finished 12th over 2000cc; \$100. Qualified 2:08.3, 18th fastest in field.

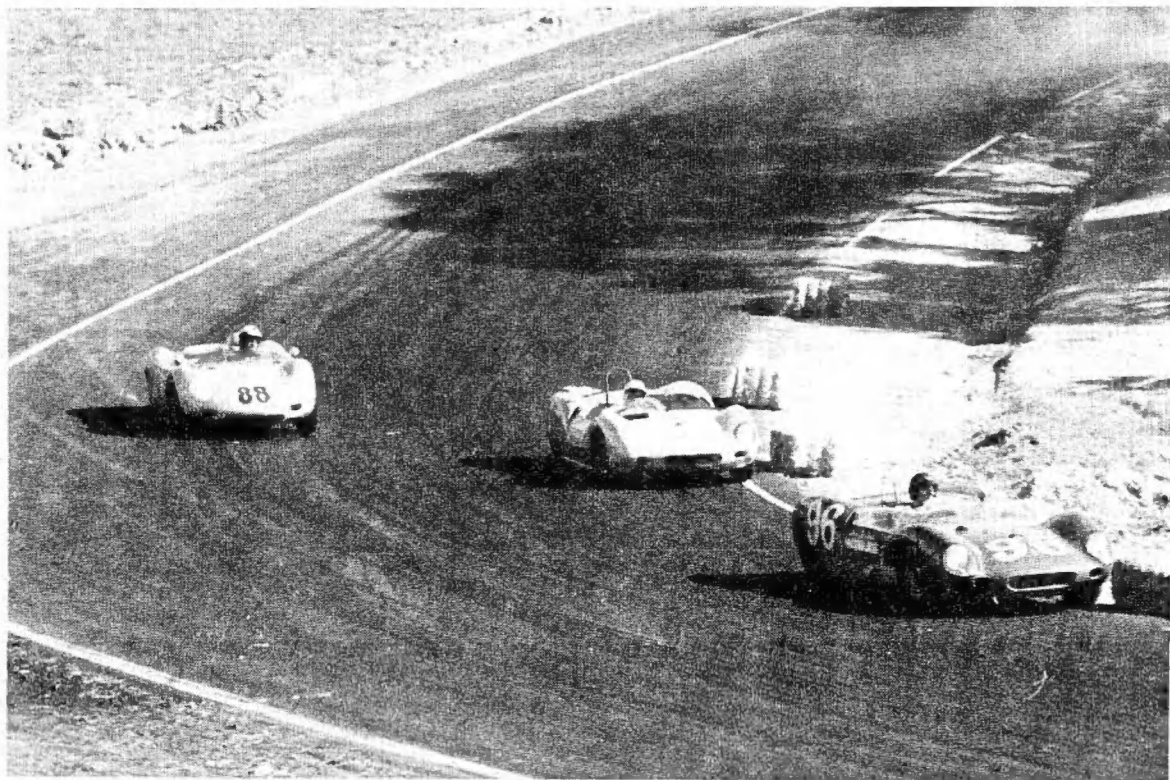
"Because Mickey Thompson's crew had only a week to prepare the car, I was real happy with our qualifying time. No one could have done a better job of getting the car in shape than they did."

Race comments: "A goof-up put us eight laps behind. We had a faulty oil gauge and at six and nine it kept bottoming. So I stopped at the pits four times--14 min.--to have oil added. And we didn't need any."

"The start was the worst I've seen. I was still moving, nowhere near my 18th starting hole, when they dropped the flag; so I just threw it into gear and took off. I went easy all the time, and it got a little hot. It got frustrating having all that hp under me so once when Gendebien passed me I repassed and led him for about four laps, then let him by again."

18. GEORGE FOLLMER (Pasadena, Calif.) 1.5 RS Porsche, 12 laps, 17sec behind. Finished 6th

course at turn 5. No damage to driver, flagman or car. (Photo by Dave Friedman)



FIRST HEAT at Laguna Seca was a thriller, with Dan Gurney, Costa Mesa, Calif., shown here leading Stirling Moss heading down toward turn 9. Moss, however, won both heats. Both drove a Lotus. At left is Jack McAfee, Porsche, who is being lapped. (MOTORACING photo by Gus V. Vignolle)

under 2000cc; \$300. Qualified 2:15.1, 9th fastest under 2000cc.

"If we'd had better gears in the car we might have qualified better. We were geared wrong; I had to shift from 3rd to 2nd in the middle of turn 9 ever lap."

Race comments: "Got a good start; Scooter and Gendebien did too; the standard of driving was real high, and Drake, Moss and Gurney were particularly good. Moss was tremendous. I can't believe how fast he went up the esses. Miles was really on form, too; he really cut some good ones. I ran with Dick Thompson in the Maser and a bunch of the Coopers for a lot of the race, but the float bowl in one of the carbs filled up and I had to stop. That knocked me behind."

19. LEON ROBERTSON (Sacramento, Calif.) 2.0 Cooper Monaco, 13 laps, 1sec behind. Qualified

2:12.8, 5th fastest, under 2000cc.

"Possibly could have bettered qualifying time. The car was banged up in a pre-race crash, and we had clutch and oil leak trouble with it."

Race comments: "Got a fair start, but had clutch trouble and the oil trouble. Finally made a pit stop at about half-way point, and George, who drove the other Monaco, co-drove my car the rest of the way."

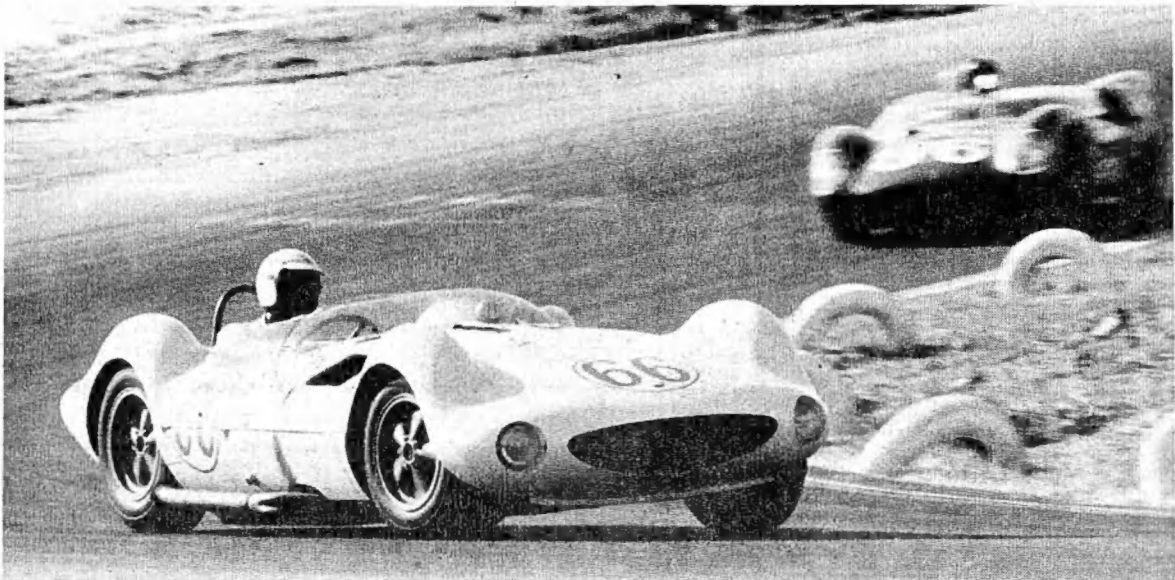
### MENTAL PATIENTS

In Duluth, Minn., a handsome ex-convict said he killed a fisherman because "he laughed at me because I'd been in a mental institution." Both were former mental patients.

### Mex. President Gets Race Driver's Uniform

CHARLOTTE, N.C. - When North Carolina Governor Terry Sanford visited Mexico last week, he presented President Adolfo Lopez Mateos one of the most unusual gifts to come from the Tar Heel state--an automobile race driver's uniform.

Gov. Sanford chose the race driver uniform when he learned President Mateos is an auto racing enthusiast, and Charlotte Motor Speedway, North Carolina's largest automobile racing plant, has furnished the uniform to Gov. Sanford.



JIM HALL, in Chevy-powered Troutman-Barnes Chaparral, leads Dan Gurney, Lotus, at lower end of turn 7 in Riverside sports car Grand Prix. Hall took 3rd, and it was the best effort by an American car. (MOTORACING photo by Bill Norcross)

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## Championship Rally Standings

UNOFFICIAL SCCS 1961 CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	TOTAL
<b>DRIVERS</b>												
1.	Robert Cook	20	25	9	16	20	*	16	25	19	15	165
2.	Leen Brkich	9	13	22	21	13	19	23	*	25	14	159
3.	Dick Coulter	24	4	25	3	23	24	*	7	23	24	157
4.	Donna Huseboe	*	0	8	12	16	10	25	19	13	19	122
5.	Red Steik	18	23	0	25	*	4	15	14	21	*	120
6.	Wayne Brown	4	24	*	0	21	23	2	18	0	22	114
7.	Duane Sparks	11	17	*	20	17	17	*	9	22	*	113
8.	Cal Hudsapeth	*	11	0	15	22	22	10	15	0	17	112
9.	Betty Enoch	14	22	14	22	*	*	*	12	17	*	101
10.	Dick Kanner	0	0	12	*	14	15	24	0	4	21	90
11.	Dave Baxter	*	*	23	6	*	13	22	21	*	*	85
12.	Jim Traugher	*	21	3	14	7	12	18	0	0	7	82
13.	Bill Chester	*	*	*	24	0	5	17	*	16	20	82
14.	Jim Neros	0	20	0	13	*	20	*	0	9	13	75
15.	John Hedblom	0	9	17	0	*	19	*	14	16	*	75
16.	Marylue Sisemore	*	19	11	7	0	0	11	15	4	*	67
17.	Bob Piercy	*	0	19	2	0	11	*	23	0	8	63
18.	Harold Schell	25	*	24	*	4	*	*	*	*	*	53
19.	Hugh James	23	*	5	*	*	*	*	*	23	51	51
20.	Larry Harris	*	*	*	*	0	25	*	13	1	11	50
21.	Libby Winzer	0	*	2	4	*	8	13	*	18	*	45
22.	Ralph Quam	13	0	*	0	0	0	12	*	10	9	44
23.	Bob Tarlton	0	0	0	0	18	3	21	0	0	*	42
24.	Harold Knapp	*	*	*	0	*	21	14	4	0	*	39
25.	Fred Curtis	0	0	0	*	0	9	20	0	7	3	39

NAVIGATORS												
1.	David Davis	20	25	9	16	20	*	16	25	19	15	165
2.	Frank Reiley	9	13	22	21	13	19	23	*	25	14	159
3.	Ren Geing	24	4	25	3	23	24	*	7	23	24	157
4.	C. K. Enoch	14	22	14	22	*	21	14	12	17	*	136
5.	Dale Huseboe	*	0	8	12	16	10	25	19	13	19	122
6.	Jim Coyle	16	0	21	6	0	13	22	21	*	23	122
7.	Eugene Martin	18	23	0	25	*	4	15	14	21	*	120
8.	Bob Cole	*	11	0	15	22	22	10	15	0	17	112
9.	Jerrie Sparks	11	17	*	20	17	*	*	9	22	*	96
10.	Al Rosenheck	4	24	*	0	*	23	2	18	0	22	93
11.	Glenn Folsom	0	0	12	0	14	15	24	0	4	21	90
12.	Frank Herman	*	21	3	14	7	12	18	0	0	7	82
13.	Elizabeth Chester	*	*	*	24	0	5	17	*	16	20	82
14.	Bill Keife	0	9	18	0	*	19	*	14	16	76	
15.	Lorraine Butler	0	19	11	7	0	0	*	11	15	4	67
16.	Al Nesbitt	*	0	19	2	0	11	*	23	0	8	63
17.	Barbara Schell	25	*	24	*	4	*	*	*	*	*	53
18.	Deug Klick	0	20	0	13	*	20	*	*	*	*	53
19.	Dick Winzer	0	*	2	4	*	8	13	*	18	*	45
20.	Tom Lawton	13	0	0	0	0	*	12	0	10	9	44
21.	Ruth Piercy	*	0	*	10	9	*	*	13	1	11	44
22.	Ernie Healy	0	0	0	0	18	3	21	0	0	*	42
23.	Isabel Haas	12	0	18	0	0	0	11	0	0	*	41
24.	John Ryan	16	*	*	*	24	*	*	*	*	*	40
25.	Dick Andersen	*	*	*	*	15	*	*	*	*	25	40

(1) MARK III; (2) ATLAS III; (3) DE WHEEL BOUNCE VIII; (4) D'ORO VII; (5) SIERRA VIII; (6) 24 HOUR IX; (7) CALIFORNIAN; (8) INAUGURAL IV; (9) STARS VII; (10) SIDEWINDER. \* DID NOT COMPLETE.

CALIFORNIA STATE 1961 CHAMPIONSHIP RALLY STANDINGS

POS.	NAME	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	T
<b>DRIVERS</b>																			
1.	H. James	#13	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	13102
2.	H. Schell	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	94
3.	D. Coulter	14	0	14	0	14	0	14	0	14	0	14	0	14	0	14	0	14	94
4.	R. Cook	10	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	81
5.	D. Baker	#	13	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73
6.	R. Steik	6	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	56
7.	D. Sparks	#	1	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55
8.	V. Thomas	#	9	0	7	10	9	4	0	0	0	0	0	0	0	0	0	0	54
9.	V. Brown	*	*	*	9	0	0	0	11	0	13	0	0	0	0	0	0	0	53
10.	B. Chester	*	*	*	8	0	0	0	14	0	0	0	0	0	0	0	0	0	53
11.	B. McCall	*	*	0	13	12	*	14	0	0	0	0	0	0	0	0	0	0	51
12.	D. Kanner	*	0	2	*	*	*	4	5	14	0	0	0	0	0	0	0	0	25
13.	B. Tarlton	0	0	0	0	0	0	0	8	3	0	11	0	0	0	0	0	0	22
14.	B. Alexander	#	7	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	18
15.	B. Davis	*	*	*	*	*	*	1	6	0	0	0	0	0	0	0	0	0	18
16.	N. Soutar	*	*	0	6	0	7	0	2	*	*	*	*	*	*	*	*	*	15
17.	R. Pulte	*	*	12	0	*	*	*	*	*	*	*	*	*	*	*	*	*	12
18.	J. Quincy	*	*	11	*	*	*	*	*	*	*	*	*	*	*	*	*	*	11
19.	S. Black	*	*	*	*	*	*	*	*	*	*	10	*	*	*	*	*	*	10
20.	D. Daniel	*	*	*	*	*	*	*	*	0	10	*	*	*	*	*	*	*	10
21.	B. Piercy	*	0	8	*	*	*	0	0	*	*	*	*	*	*	*	*	*	8
22.	R. Stehle	*	*	*	*	*	*	2	*	*	*	*	*	*	*	*	*	*	7
23.	N. Thomas	*	*	*	*	*	*	*	*	*	*	6	*	*	*	*	*	*	6
24.	P. Banks	*	*	1	0	0	0	0	*	*	*	*	*	*	*	*	*	*	5
25.	G. Rebillard	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5
26.	B. Bransen	*	4	*	*	1	*	*	*	*	*	*	*	*	*	*	*	*	5

(1) MARK III; (2) ATLAS III; (3) DE WHEEL BOUNCE VIII; (4) HANDHOLDER; (5) BOONDOCKS-VI; (6) D'ORO VII; (7) ALPINE; (8) SIERRA VIII; (9) TUFF-E-NUFF II; (10) 24 HOUR IX; (11) BIG BEN III; (12) CALIFORNIAN; (13) INAUGURAL IV; (14) STARS VI; (15) BAGPIPER; (16) SURPRISE; (17) SIDEWINDER. \* DID NOT DECLARE FOR STATE POINTS. # NINE EVENTS CONSTITUTE FINAL STANDING FOR 1961.

DONNER, LYON  
TIE FOR TITLE

DENVER, Colo., Oct. 26--Veteran Bobby Donner of Colorado Springs was the 1959 Colorado sports car racing champion. Last year, Charlie Lyon of Denver earned the crown. With the season just concluded, these Porsche Speedsters have tied for the 1961 title. This certainly points towards a fierce struggle between this talented pair in '62.

Scored via the regular 9-6-4-3-2-1 formula, the top 12 sports car racing drivers in Colorado during 1961 are as follows:

Bob Donner, Colo., 15; Charlie Lyon, Colo., 15; Don Ives, Colo., 12; John Max Wolf, Colo., 10; Ak Miller, Calif., 9; Ken Miles, Calif., 9; Jack Hinkle, Kans., 9; Hap Sharp, Tex., 6; Billy Krause, Calif., 4; Scooter Patrick, Calif., 4; Bob Paul, Wyo., 4; Harry Martin, Tex., 4.

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## Various Rally Results

C. A. R. FIRST FRIDAY NIGHTER XVI SEPT 1 BILL WINGER RALLYMASTER 73 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
<b>EXPERT</b>					
1.	Barbara Davidson	Robert MacMillan	-O-	Corvette	.10
2.	Bob Tarlton	Ernie Healy	afdr	A-H	.12
3.	Libby Winzer	Dick Winzer	Glendale PCCA	Lotus	.16
<b>NOVICE</b>					
1.	Lea Johnson	Lou Bowen	Sprite GPCA	Sprite	1.22
2.	Milt Shumaker	Betty Shumaker	Corv. Ltd.	Corvette	2.14
3.	Alan Nibburg	Leroy Graber	SCARE	MG TD	2.15
<b>SEAT OF PANTS</b>					
1.	Morton Haas	Sue Smith	SMPCA	Alpine	1.17
2.	Tom Lawton	Bobbi Hesse	LSCC	Fiat	1.34
3.	Bill Soulsburg	Vera Soulsburg	LSCC	Corvette	2.12

PALOMAR SCC RALLYE OF THE STARS SEPT. 10 KEN KELLING CHAIRMAN 166 CARS SCCS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	STATE	ERROR
1.	Leon Brkich	Frank Reiley	PCCA	Sprite		4:59
2.	Tom Kienholz	George Blondin	Hungry 5	Sprite		6:21
3.	Dick Coulter	Ron Goings	C A R	TR-3	D13 H13	7:03
4.	Duane Sparks	Jerrie Sparks	C A R	Facel	D12 H12	7:05
5.	Red Steik	Eugene Martin	PCCA	Volvo	D11 H11	7:14
6.	Frank Fraine	Peter Aperio	La Jolla SCC	Alfa		7:46
7.	Robert Cook	David Davis	Tri-Angles	Fiat	N 9	7:47
8.	Libby Winzer	Dick Winzer	PCCA	Lotus		8:36
9.	Betty Enoch	C. K. Enoch	Northrop	Porsche		8:38
10.	Bill Chester	Elizabeth Chester	RallyMasters	Porsche D 6 N 6		9:07
11.	Marylue Sisemore	Lorraine Butler	C A R	MG A	N 5	9:13
12.	John Hedblom	Bill Keife	afdr	MG Midget		9:21
13.	Donna Huseboe	Dale Huseboe	RallyMasters	VW Ghia		9:49
14.	John Baines	Mike Kralich	C A R	Alfa	D 1	11:35
15.	Mel DeLoof	Juanita DeLoof	Northrop	Jaguar		12:20
16.	Ralph Quam	Tom Lawton	Lockheed	Corvette		12:23
17.	Jim Neros	Gene Kiggins	C A R	A-H	N 0	12:31
18.	Mary Ann Kendall	George Kendall	Hungry 5	Morgan		12:50
19.	Fred Curtis	Jerre Curtis	RallyMasters	Porsche		14:50
20.	Paul Rendahl	Virginia Rendahl	C A R	Corvette		15:26
21.	B. E. Bourque	Glen Kingsolver	Rohr SCC	A-H		15:28
22.	Dick Kanner	Glenn Folsom	C A R	TR-3	D 0	16:05
23.	Carroll Sax	Marge Moyer	C A R	A-H		16:26
24.	Jerry Davis	Steve Bednarik	Ryan	Ford		17:48
25.	Larry Harris	Ruth Piercy	C A R	MG A		17:55

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## Laguna Seca

Continued from page 1

away for the Lotuses. Although  
the Riverside-winning Coopers  
outdistanced everything else, they  
could not get near the 2 fleeing  
19's: i.e. Brabham was 56sec be-  
hind in the first heat and a com-  
plete lap and 5sec behind in the  
2nd.

An oily track was blamed for  
the poor showing the Coopers put  
up; the Lotuses handled better  
under the slick conditions. Brab-  
ham commented on how the Lo-  
tuses "just ran away" from him.

The American hope in the race,  
the Chaparral-Corvette of Jim  
Hall, finished 7th the first heat,  
and was out the 4th lap of the  
second, when 5th with a blown  
engine.

Pat Pigott of Bellingham, Wash.  
won the professional F-Jr. race,  
getting \$500 with his Lotus 20.  
He used the new engine he had  
been saving for Nassau. Walt  
Hansgen came from the back of the  
pack to take 2nd in a Cooper-  
BMC; with Penske, Cooper, 3rd,  
8th impressive George Sabin Lo-  
tus 18 from Portland, 4th. Avg.:  
86.4mph.

Gurney's 1:14.8 earned him the  
pole, but he got a bad start and  
got off slow behind Moss, Penske,  
Hall, and McLaren (see page one  
for complete qualifying list).

Bob Bondurant (Corvette) and  
Dave Ridenour (Lister-Jag) were  
eliminated right at the start in a  
bad looking pile up that fortunately  
left everyone uninjured. Augie  
Pabst (Birdcage) was run into  
from behind and had his oil tank  
broken, so he just completed one  
lap.

It was enough. He left a sea  
of oil at turn 2, and as the field  
went into it the 2nd lap, no less  
that 7 cars half spun or went off  
the road, causing many rumbled  
fenders. Dave MacDonald (Cor-  
vette sp.) was out at the spot,  
and Hall and Parsons got started  
again near-last. By the finish,  
though, they had worked up to  
7th and 12th, respectively.

Moss led until the 16th lap,  
when Gurney, who had earlier  
fought his way around McLaren  
and Brabham, passed him. For  
the rest of the 53 lap go, a see  
saw battle between the 2 com-  
menced. Gurney pulled out ahead,  
then Moss would pick up on him  
again, pass him, then Gurney would  
do the same thing.

The outcome was not certain  
with one lap to go, when Gurney,  
in 2nd and making his move,  
lost it slightly at turn 5 and  
was ticked by another car. This  
cost him about 5 seconds; Moss  
won the heat by 7 seconds.

Both Lotuses had not been trou-  
ble-free, since Moss had been  
driving on the ignition key because  
his throttle was stuck, and Gurney  
was having brake trouble.

Chuck Daigh had retired early  
in the first heat with a broken  
half shaft, and Rodger Ward, after  
running a surprising 5th with his  
Cooper-Buick, had quit with over-  
heating trouble.

The 2nd heat did not improve  
on the first one, since Moss took  
an early lead, and Gurney spun  
the 3rd lap on an oil slick at  
turn 9. It was all Moss needed.  
Even failing brakes did not stop  
him from winning the heat, eased-  
off, by 3 seconds. And both he  
and Gurney lapped Brabham and  
McLaren.

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## NEWS BULLETINS

Continued from page 1

Vacarella. Ferrari took the first five places, then came Innes Ireland-  
Jim Clark, Aston Martin, two laps behind. The Mexican boys won  
about \$10,000 in five prizes.

### HILL DENIES PORSCHE HOOK-UP

Although some reports in Europe said Phil Hill, 1961 world's  
road racing champion, was leaving Ferrari to join Porsche for next  
season, the driver told MOTORACING "there is absolutely nothing to  
it." Hill will remain with Ferrari, although the car firm has "tem-  
porarily suspended" racing. Insiders say Ferrari will announce  
in January the continuation of its racing activities.

### SOLANA CAPTURES MEXICO FJ RACE

TOLUCA, Edo. de Mexico, Oct. 15--Before 50,000 fans, Moises  
Solana averaged 107kph in his Lotus as he won the feature Formula  
Junior 15-lap race here today. Fred van Beuren and Javier Velasquez,  
both in Lotuses, were second and third. Four previous FJ races in  
Mexico had been won by Ricargo Rodriguez, van Beuren and two by  
Velasquez last month.

## Riverside

Continued from page 1

sche.

Biggest attraction of the \$20,-  
000-plus race and the leader for  
the first 27 laps, Stirling Moss of  
England, was 16th among the 19  
finishers out of the 33-car field.  
He went out with a leaking left  
rear brake cylinder, but returned,  
although hopelessly out of conten-  
tion.

Only McLaren and Hall finished  
in the same lap with Brabham.

The finish got the broiling mob  
on its feet. It was no race for the  
first 27 laps as Moss hurtled  
around in a commanding lead.  
Then Brabham was in the van for  
three tours, until McLaren took  
over. In F1 Cooper team compe-  
tition, the 24-year-old lays back  
in favor of the senior Brabham,  
but these weren't factory entries  
today.

Then for 30 laps McLaren's  
green Cooper was in front, fol-  
lowed by Brabham, Hall, Penske  
and Daigh (until he went out on  
the 43rd with a broken crank-  
shaft; after 10 laps he had gone  
with a spark plug wire off).

On the 61st and penultimate  
lap, going into the final turn nine  
after the long back straight, Brab-  
ham shot past McLaren. Veteran  
race observers thought it was the  
old team play--but it wasn't. Mc-  
Laren's Cooper had developed a

Gendebien had things all his  
own way in the 2nd heat as he  
did the first. Actually, Miles  
(RS 61) was ahead of him for a  
few laps the 2nd heat, but when  
Gendebien wanted to go fast, Miles  
waved him by.

Miles only took a 3rd in the  
under 2 liter class the 2nd heat,  
as hard-driving Jack McAfee beat  
him with his RSK. Miles had  
a go with Chuck Sargent (Bird-  
cage Maserati) for awhile, but  
Sargent lost most of his gears  
and hit a hay bale.

Peter Ryan in the Lotus 19  
drove a good race the 2nd heat,  
after his brakes locked up and  
he went off the road at turn 5  
the 2nd lap. He re-started near-  
last, and was 8th at the end. He  
might have been able to improve  
upon that, but he spun at turn 9  
late in the going.

Chuck Parsons and Chuck Daigh  
had a race for 6th in the latter  
part of the go, with Parsons beating  
the Scarab driver by 2 seconds at  
the flag.

NOTES--Not appearing at Laguna  
were Krause, Constantine, and  
Rodriguez ... Moss stopped at turn  
5 the first heat to thank the corner  
men for using the blue "move  
over" flag...Walt Hansgen quali-  
fied a 2 Liter Birdcage but had  
bearing trouble...Riverside F.-Jr.  
winner Leslie Drake and gear-  
box trouble at Laguna...

small crack in the head, causing  
a water leak.

Brabham was in to the tune of  
\$11,125, including the value of a  
Grand Prix Pontiac--a nice day's  
work any way you look at it.

Gurney, like Moss driving a 2.5  
Lotus-Climax, had been deprived  
of what probably would have been  
the fastest qualifying time (he was  
red-flagged after Augie Pabst had  
deposited a layer of oil on the  
course).

The start was absolutely hor-  
rible (see drivers' comments in  
Joe Scalzo's column), and here  
Dan had more tough luck. His  
shifting fork bent at the start,  
and after one lap he had to pit  
to have it straightened out. Then  
Dan was out on lap five for six  
laps, came back in last place and  
proceeded to drive a beautiful  
race to finish ninth.

Moss' comeback was just as  
spectacular. He came back from  
next to last to finish 16th. It had  
taken him only six whirled to start  
lapping cars, and by the seventh  
he was 8-1/2 second ahead of  
Brabham. When he returned, he  
knocked off a 2:04 lap.

After McLaren passed Brab-  
ham, he was pulling out two sec-  
onds over the Australian on the  
back straight, which might give  
you an idea of the power of the  
Indy engine as compared to the  
spare which was in Brabham's  
machine.

One of the highlights of the  
race was the terrific dice between  
Miles and McAfee. Miles' Porsche  
sounded every bit as good at the  
finish as it did at the start.

The 10-lap consolation race,  
as reported, was won by Pen-  
ske's high-tailed Cooper at a 91.1  
mph average. He won by 45 sec-  
onds over Augie Pabst (Birdcage),  
which caught fire and retired at  
the start of the main. Next came  
Don Hulette, Ferrari-Maserati,  
and Jerry Grant, Ferrari. These  
and Steve Baughman, Maserati,  
and George Grinzewitsch, Cooper-  
Climax, (1-2 in under-2000cc)  
made the Grand Prix field.

Ricardo Rodriguez of Mexico,  
Ferrari Testa Rossa, did not qua-  
lify and was a DNF in the consola-  
tion. He had steering and other  
mechanical bothers, was hit by  
Chuck Sargent's Birdcage on the  
rear left wheel going into turn  
six. It was not Sargent's fault.  
Ricardo's tire gradually lost air  
as the car could not hold the  
course and he retired while in  
third place.

Five cars powered by American  
engines finished the big race--Hall  
in the Chevy-Chaparral, Drake in  
the Buick-Old Yeller, Harry Heuer  
in the Chevy-Scarab, Bob Harris  
in the Corvette-Campbell Spl.,  
and Paul Cunningham in the Pon-  
tiac-Kurtis. Only one Maserati  
finished--Dick Thompson's which  
took 11th.

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## JAY HILLS

Continued from page 3

Hills had fastest lap, 2:26.2, made one gas stop late in the race, which took 45 sec. He never turned more than 7000; he couldn't --the plugs fouled over this limit.

Danny Stephens dumped his AH upside-down off turn three early in the go, but was uninjured, and Ralph Bowyer, Salt Lake City, Sunbeam Alpine, went through the fence at turn 7 and hit two parked cars, but no one was injured.

Those not finishing the long event read like a "who's who" of amateur drivers; Ed Barker/George Follmer, Porsche Super, broken shift linkage; Ken Miles, Sunbeam Alpine, brake trouble; Elgin Holmes, Porsche Carrera, broken axle; Frank Crane/Robert Nethercutt, Morgan, broken rod bolt; and more.

The Formula event was loaded with good equipment.

Hansgen led through turn one with Pigott, Jack McAfee (Lotus 20), Leslie, Stro Jones (Lotus 20) and Floyd Aaskov (Lotus 20) next in the 19-machine field.

Quickly a sharp two-car fight developed between Hansgen and Pigott, with Leslie's new Gemini also drawing away from the rest of the pack. Hansgen got passed at turn 1 the 4th lap by Pigott, who began drawing away--but two laps later Leslie passed both him and Hansgen to take over the lead which he held for the balance of the 12 laps. His Gemini is the ex-Mike Parkes car and "was loaded torque."

Hansgen beat Pigott for 2nd at the last turn and led him to the line by one sec. with Leslie two sec. in front of him. Pigott's car was still down on compression.

Nethercutt, overcoming a near-last starting position with his Fowler-tuned Lotus 20, placed 4th, beating hot-shoes McAfee and Roger Penske (Cooper). Aaskov retired with overheating.

Brutal high winds that wiped dust and sand all over the course bothered the Formula drivers.

Dave MacDonald's new '62 Corvette, hitting near 150 on the backstraight, won the production race, with Bill Krause 2nd in the E-Jaguar. Krause tried again with the Santa Barbara car and led the first lap, being passed by MacDonald at turn 9. Hansgen gave Peter Berry's 3.8 Jag sedan a rugged ride, sideways through the esses most of the time, before a broken oil line squirted hot oil on a back tire and blew it out.

The AFM motorcycle race went to Al Krupa (Norton-Manx) who beat Buddy Parriott's Manx the last lap when Parriott, with a

## RIDENOUR

Continued from page 4

30-min. F-Jr. contest in the Riverside-winning Gemini-Ford. He led from lap 1, and eased off to be 16sec ahead of Fred Work, Cambridge, Mass., Cooper-BMC.

Work was hard-pressed to hold off threats from first Jack Dalton (BMC rear-engine); Stro Jones (Lotus 20); and Jack Flaherty (BMC rear-engine), who was 4th at the end.

Little-known George Sabin, Portland, Ore., was 3rd in a Lotus 18. Avg. for Leslie: 81.5mph.

Oakland driver Paul Reinhart continued his Corvette-win streak, beating Bill Sherwood (Corvette) by 15sec in the large production affair.

A sensational side-by-side spin out at turn 7 the last lap by Red Faris (Corvette) and Pete Culkin (300SL) did not alter their finishing positions--3rd and 4th. Don Wester rolled Ken Kahn's Porsche Super at turn 4, but was uninjured.

Other winners included Frank Crane (Morgan), and--after a duel with Joe Paulson (Lotus 7A)--Don Burrows, San Bruno, Lotus 7A.

good lead, went off the road at turn 8. Johnny McLaughlin put the new RC162 250cc Honda 3rd, with Dale Alexander 4th on a Norton.

A nasty-looking spill caused by the high winds put three riders out of the race the first lap, among them flat track star Preston Petty (305 Honda) who was having his first go at road racing. No injuries.

### SUMMARY

Riverside--3.3 mi.

MOTORCYCLES--12 laps, 39.3 mi.; avg. 80.4mph, 29:20 1. Krupa, Norton-Manx; 2. Parriott, Norton-Manx; 3. McLaughlin, Honda RC162; 4. Alexander, Norton Manx; 5. Vesco, Honda RC161 500cc--Krupa; 350--Balzaret, Honda (12th ov.); 250--McLaughlin; 200--Wallace, Ducati (21st ov.); 175--Murphy, Ducati (14th ov.); 125--Morgan, Murphy, Ducati (14th ov.); 125--Morgan, Honda (13th ov.).

PRODUCTION: B,C--12 laps, 39.3mi.; avg. 84.95mph, 27:46 1. MacDonald, Corvette; 2. Krause, E Jag; 3. Dickson, Corvette; 4. Hill, Corvette; 5. Meline, Corvette A--MacDonald; B--Krause; C--Eurengy, Jaguar (7th ov.)

FORMULA--12 laps, 39.3mi.; avg. 87.4 mph, 27:00 1. Leslie, Gemini; 2. Hansgen, Cooper-BMC; 3. Pigott, Lotus 20; 4. Nethercutt, Lotus 20; 5. McAfee, Lotus 20; 6. Penske, Cooper; 7. Jones, Lotus 20; 8. Cunningham, Cooper; 9. Neumann, Dolphin; 10. Huff, MG; 11. Gounis, Elva; 12. Milana, Lotus 18; 13. Snow, Lotus 20 Jr.--Leslie; 11--Huff

3-HOUR ENDURO--71 laps, 232.525mi., avg. 77.5mph, 2:59.06 1. Hills, Porsche Carrera; 2. Montonen, Porsche RS; 3. Brabham/Moss, Sunbeam; 4. Snyder, Lola; 5. Peterson, Maserati; 6. Brock/Amsden, Lotus XI; 7. Bucknum, 3-liter AH; 8. Robertson, Porsche S; 9. West/Cole, Lotus XI; 10. Gates/Jordan, Porsche N. E modified--Peterson; F modified--Montonen; G modified--Snyder; H modified--Bukowski, Miller Crosley (21st ov.); D--Hills; E--Robertson; F--Moss/Brabham; G--Tobin, Alfa Romeo (17th ov.); H--Brinks, Sprite (25th ov.).

## DATED MATERIAL

### SUMMARY

Laguna Seca--1.9mi.

PRODUCTION G-H--18 laps, 36.70mi.; avg. 77.7mph., 29:03.9 1. Burrows, Lotus 7A; 2. Paulson, Lotus 7A; 3. Steele, AH Sprite G--Burrows; H--Stille, Fiat AZ (11th ov.)

FORMULA--22laps, 42.504mi.; avg. 81.5 mph., 31:18.2 1. Leslie, Gemini; 2. Work, Cooper; 3. Sabin, Lotus 18; 4. Flaherty, BMC; 5. Jones, Lotus 20 Jr 1--Leslie; Jr 2--Sabin; Jr 3--Pike, Equipe Ekip (8th ov)

PRODUCTION A-B-C-D--21 laps, 40.572 mi.; avg. 78.5mph., 31:00.9 1. Reinhart, Corvette; 2. Sherwood, Corvette; 3. Faris, Corvette B--Reinhart; C--Culkin, 300SL (4th ov.); D--Robertson, Porsche (6th ov.)

MODIFIED--22 laps, 42.504mi.; avg. 83.1 mph., 30:41.9 1. Sargent, Birdcage (disqualified); 2. Ridenour, Lister-Jag; 3. Hathaway, Lola; 4. Harn, Kurdis-Corvette; 5. Colberg, Jag XK SSS C--Ridenour; D--Thomas, TR special (15th ov.); E--Peterson, Maserati (6th ov.) F--Rarick, Osca-Alfa (14th ov) G--Hathaway

PRODUCTION E-F--19 laps, 36 708mi.; avg. 72.3mph., 30:05.5 1. Crane, Morgan; 2. Hilgers, Morgan; 3. Tindall, Porsche E--Crane; F--Tindall --JOE SCALZO

## Firestone Announces 1961 Indy Film

AKRON, O. - A new motion picture featuring all the split-second excitement of the 1961 Golden Anniversary Indianapolis 500-mi. race is being presented by The Firestone Tire & Rubber Company. The 16 mm color-sound film runs 28 minutes, and captures the drama of the qualification runs, the pre-race activities and the spectacular duel between A.J. Foyt and Eddie Sachs.

The film also features evolution of automotive equipment at the speedway.

"The Golden 500" is available free as a public service to schools, churches, club groups, and civic and community organizations. Association Films, Inc. distributes the film through its offices in Ridgefield, N.J., LaGrange, Ill., San Francisco and Dallas.

## Super-Tuned Alpine At Frankfurt Show

LONDON--A super-tuned version of the Sunbeam Alpine makes its debut at the Frankfurt Intl. Motor Show - and the new super-tuning adds at least 10mph to the car's top speed and 18 percent to the maximum power output.

Super-tuning for the Alpine is available through a series of six performance kits developed by Rootes Group engineers who have drawn directly on the experience gained from the Sunbeam Alpine entry which won the Index of Thermal Efficiency Cup in the Le Mans 24-Hours Race.

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